

WALPOLE POLICE DEPARTMENT

• **TOWN OF WALPOLE** •
COMMONWEALTH OF MASSACHUSETTS

John F. Carmichael Jr.
Chief of Police

Applicant responses in red below. April 30, 2020

Date: 2/28/2020

To: Amy L. Messier, Town of Walpole Zoning & Conservation

From: Chief John Carmichael, Walpole Police Department

Ref: Summer Street 40B Project Comments

Amy,

The following comments are provided by the Walpole Police Department in regard to the Summer Street 40B Project. Let me know if there are any questions.

1. The Walpole Police Department responds to all public safety calls for service, and emergencies including all calls requiring fire, EMS, police & utility service emergencies. Other complexes of this size create substantial use of each of these resources and increases call volume. The sector car assigned to sector 2 covers a large geographic area. There is no doubt that this project and other slated projects will require additional police resources.

No response required.

2. The entrance/exit to the complex is extremely close to the train tracks. The location of the entrance/exit intersects with Summer Street, directly adjacent to the MBTA Foxboro Train pilot program (at grade crossing) set to start and likely to be permanent. This will be a high-speed train crossing with functioning street gates, which will cause traffic to stop and back up at the gates well past the entrance/exit and likely cause a confusing traffic pattern. The entrance/exit currently on plans should be re-evaluated.

See response to Tetra Tech Peer Review Letter - Comment # 5.

The Applicant's traffic consultant and civil engineer have studied how the rail crossing influences traffic on summer street including stoppage time, length of cues, time to clear the cues and have reviewed the geometry of the entrance in relation to the rail crossing as well as Shufelt. The Applicant's traffic consultant has

determined the entrance as designed will function well and meets safety standards. Included in the previously submitted January 6, 2020 Traffic Impact and Access Study prepared for the project (which is attached), vehicle queues were recorded as well as the time for the vehicle queues at the railroad crossing to clear. The queue clearance times, depending on direction, cleared in less than thirty (30) seconds. Also, from the proposed site driveway to the railroad crossing, there are adequate sight lines for vehicles exiting the driveway. Any queuing that may occur will adequately be stacked on the proposed site driveway.

3. This complex is adjacent to the MBTA tracks where trains will be traveling through at 45-60mph. With the amount of units and number of young children in the complex and playing in the area, the complex would need significant safeguards to protect children and provide barriers between the complex and trains

The Applicant has added a six (6) foot tall black chain link fence along the eastern boundary of the proposed developed areas of the project, only eliminating sections within the two vernal pools and wetlands to minimize impact at these resource areas.

4. Depending on number of kids, and taking into consideration the train issue, even with the gates and crossings, it may be suggested that a crossing guard be posted at the crossing.

Crossing Guards, if necessary are the responsibility of the town and not the Applicant and the future Cedars owners/taxpayers. The Applicant will not pay for crossing guards.

5. Summer Street has inadequate street lighting.

Upgrading off-site street lighting or any existing infrastructure is not the responsibility of the Applicant.

6. Summer Street infrastructure including sidewalk connections to Delapa Circle area not adequate. Roadway is hilly, windy, and can be unsafe crossing the street or for vehicular travel. More sidewalks and improved signage and infrastructure needed.

The lack of a sidewalk between Delapa and Winter streets is unrelated to

the Cedars Developments, is existing infrastructure and the Applicant will not agree to fund the construction of this sidewalk.

7. Onsite management for public safety emergencies? Access to buildings for police emergencies. Should have police lock box.

The Applicant will work with Police and Fire officials toward mutually acceptable arrangements.

8. Surveillance camera system (such as at Alta Easterly Apartments) are vital for onsite public safety matters.

Applicant will consider installing surveillance cameras to monitor leasing office areas, amenity space and perimeter cameras to monitor parking areas. These cameras are not monitored in real-time, but footage is stored for review if an incident occurs.

9. Location of apartments proximate to stadium adds unique issues of traffic volume in South Walpole, pedestrian traffic, and parking violations effecting public safety resources.

Traffic related to the stadium is beyond the Applicant's control and the Kraft organization should provide the required mitigation.

10. High visibility crosswalks signs and crosswalk upgrades should be installed in South Walpole square to make for safer pedestrian traffic to schools and route 1 amenities. We would ask for 2 LED crosswalk lights (same as the others in town) to be installed by this project, one at the Water/ Summer crossing and another at Water/Washington Street.

The Applicant's attached traffic consultant's memo dated March 10, 2020 shows that the existing cross walks function at a high level. The cross walks and sidewalks are existing infrastructure deemed safe enough by the town to service the existing neighborhood and therefore not the responsibility of the Applicant. However, in the context of receiving a permit acceptable to the applicant without resorting to an appeal, the Applicant will agree to provide funding for (not construct) the construction of a side walk east of the site on the north side of Summer Street along with an accessible cross walk across Neponset Street. See attached Sidewalk plan dated April 10, 2020. The crosswalk funding would include the removal of the existing diagonal

crosswalk across Neponset to Summer Street.

11. The Walpole Police Department would suggest that the projects traffic engineering look into doing a traffic study and meet with Mass DOT to reduce the speed limit on Washington Street. We would also suggest continuing the sidewalk all the way to the South Walpole square on the same side as the project. The 40mph speed limit just north of Boyden School should likely be reduced to 35mph.

The Public Safety desire for a lower speed limit on Washington street is not related to the Cedars Developments and could be studied by the town and a subsequent request made to DOT to allow a lower speed limit made by the town. The Applicant will not agree to perform the study.